

The Hongkong Telegraph.

(ESTABLISHED 1851.)

NEW SERIES No. 5278

號二十月八年二十三緒光

TUESDAY, OCTOBER 9, 1906.

二拜禮

號九月十英曆舊

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.,
E. Goetz, Esq.,
Hon. Mr. W. J. Gresson,
G. R. Lennemann, Esq.,
D. M. Nassim, Esq.,
A. J. Raymond, Esq.,
R. Shewan, Esq.,
N. A. Sieb, Esq.,
H. E. Tomkins, Esq.,
H. E. R. HUNTER,
Acting Chief Manager.

ACTING MANAGER:
HONGKONG—H. E. R. HUNTER.
SHANGHAI—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
On Fixed Deposits at the rate of 4 per Cent.
On Fixed Deposits at the rate of 5 per Cent.

ON FIXED DEPOSITS:
For 1 month, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST ON DEPOSITS is allowed at 3 1/2 per Cent. per annum.

DEPOSITORS may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: 2.500,000 Mark.

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Deutsche Bank, Deutsche Handelsgesellschaft, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 9th October, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society).
ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cherbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hongkong, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per annum on daily balances.
Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 per do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.
DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.
HOTEL MANSIONS,
Pedder Street,
Hongkong, 1st June, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1886.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HONOLULU, NAGASAKI, SHANGHAI, LYONS, NEWCHANG, SAN FRANCISCO, MUKDEN, BOMBAY, PORT ARTHUR, TIENTSIN, CHEFOO, PEKING, DALNY, KOBE, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD. PARSONS BANK, LTD. THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
On Fixed Deposits at the rate of 4 per Cent.
On fixed deposits for 12 months at 5 per Cent.

TAKEO TAKAMICHI,
Manager.
Hongkong, 22nd September, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£20,000,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£975,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.

T. P. COCHRANE,
Manager.
Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:
AUTHORIZED.....Gold \$10,000,000
CAPITAL PAID UP.....Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD. BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per Cent. per annum.
For 6 months 4 per Cent. per annum.
For 3 months 3 1/2 per Cent. per annum.
For 1 month 3 per Cent. per annum.

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central, Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SHIMSEN & Co.,
Agents.
Hongkong, 28th May, 1906.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI and JAPAN.....MAZAGON.....About 9th October.....Freight only.

YOKOHAMA via SHANGHAI, CHINGWANTAO, MOJI & KOBÉ.....PERA.....About 14th October.....Freight only.

SHANGHAI.....DELTA.....About 18th October.....Freight and Passage.

LONDON, &c., via usual Ports (DELHI).....Capt. J. D. Andrews, R.N.R. 20th Oct. Noon.....Freight and Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, MANILA.....A. W. Anderson, R.N.R. About 25th October.....Freight and Passage.

COLOMBO, PORT SAID and MARSEILLES.....About 25th October.....Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th October, 1906.

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

FOOTBALL BOOTS.

CHROME AND RUSSET LEATHER.

FROM \$5 Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906.

CHAMPAGNES, SHERRIES, PORTS.

MAKALAS and MADEIRAS, CLARETS, BURGUNDIES.

HOCKS and MOSELLES, BRANDIES, WHISKIES, GINS.

LIQUEURS, BITTERS, ALES, BEERS and STOUTS.

CALDBECK MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 21st September, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF MEMBERS will be held in the City Hall, on SATURDAY, the 13th October, 1906, at 12 o'clock Noon.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st October, 1906.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on SATURDAY, the 20th instant.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited.

Hongkong, 2nd October, 1906.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOUS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

Intimations.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chafoc, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Saasbo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.L. Codes).

CONTRACTORS OF COALS to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mailed Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Man'o, Otsu, Otsuji, Sasahara, Tsubakuro, Yoshitani, Yoshio, Yuzo Kibara and other Coals.

S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS,

3, PEDDER STREET, (OPPOSITE THE HONGKONG HOTEL), MADAME FLINT, Manageress.

SPECIAL LOW PRICES FOR

AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.

Hongkong, 11th September, 1906.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless). STUFFED OLIVES.

SARDINES (Boneless). Do. AU CITRON.

FISH PASTE FOR SANDWICH. PUREE DE FOIE GRAS Do.

AND Other Picnic size tins of PRESERVED, FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

ALSO GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 4000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1906.

KWONG SANG & Co., No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Fongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES, Manager.

VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. PARKER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1906.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED; ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOUE at separate tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 4th December, 1905.

Intimation.



"STILL LEADING."

WATSON'S

E

LIQUEUR

SCOTCH

WHISKY.

\$15 per case.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents.

BIRTH.

On October 3, at Shanghai, the wife of J. A. URQUHART, of a daughter.

DEATHS.

On October 3, at Shanghai, as the result of an accident, B. N. A. CHOLLS, of London.
On October 3, at Shanghai, AGNES LUNN, wife of David Crawford Dick, C.E., I.M.C., aged 34 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 9, 1906.

DUST FROM PUBLIC ROADS.

When the Appropriation Bill was before the Legislative Council at its last sitting the question of the public roads of the Colony came in for a large share of attention on the part of the unofficial members when the vote for the expenditure on the Public Works Department came under discussion. The condition of the roads was somewhat severely criticized. A matter that has formed the subject of frequent complaint in the local Press in connection with the roads, however, was not dealt with in the recent discussion. It is that of dust from our public roads. The authorities might well give attention to the interesting series of experiments conducted at Richmond last month with a view of demonstrating the effectiveness of the Hahnite process as a factor in the elimination of dust from roads. Hahnite, which takes its name from that of the inventor, Mr. R. M. Hahn, is an insoluble liquid, which, when sprayed on to the road, oxidizes, and thereby forms an impervious coating of great durability and binding properties. On the authority of the *Pall Mall Gazette* which gives the particu-

culars, this coating, as was demonstrated, gives the road an absolutely dustless, smooth, and pleasing surface, the colour of asphalt. Another important advantage is that Hahnite is unaffected by rain, and mud is very considerably diminished, even after the first dressing, owing to the fact that the treated surface is absorbent towards dust in fine weather and prevents the formation of mud in wet weather. The basis of the preparation consists of an admixture of oil and water without saponification of the oil. The oil is laid on the road by the aid of the water, the result being that the water evaporates, leaving the Hahnite to penetrate the roadway without detrimental effects. The mixture is sprayed on the road by means of an ordinary water-cart, and it is claimed that in addition to saving the heavy cost of continually watering the surface of the road by at least 33 per cent. According to the home paper from which we quote, the experiments, which were closely watched by a number of experts, were eminently successful, especially on a stretch of road previously prepared by an application of Hahnite, and motors and other dust-raising vehicles passed over it without in any way shaking confidence in its value as an important contribution towards the solution of the dust problem.

LOCAL AND GENERAL.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Lieut. W. C. Cooper, R.E., from 9th October to 17th November.

AMONGST the passages booked for home by the P. and O. Mail s.s. *Montila*, sailing hence on the 24th inst., are those of Mrs. and the Misses Barnes-Lawrence.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending September 22, amounted to 19,362.46 tons and the sales during the period to 16,435.59 tons.

THE Viceroy has prohibited the importation of all but two of the Hongkong native papers to Swatow. They have been discussing him, and his unpopular dealings, with a freedom which he has failed to appreciate.

TWO old women were this morning at the Police Court ordered to pay a fine of \$10 each, by Mr. H. H. J. Gompertz, for being in unlawful possession of thirty pieces of cloth, at Yau-nai, yesterday, for which they could give the police no satisfactory explanation. Sergeant Appleton prosecuted.

THE wreck of the s.s. *Hongkong*, one of the victims of the disaster of "typhoon day"—18th September—has been located in the Naval Anchorage at Kowloon. Divers sent down report that she has turned completely over, but her hull is quite undamaged, and so there is hope of successfully raising her.

QUOTED by the *Pioneer*, Allahabad, the following circular from the Church Mission Society's Medical Mission at Zerd (Persia) might perhaps have been put a little differently:—"The hospitals are now, thanks to God's blessing on our work, so crowded as to be very insanitary." It has that disagreeable ambiguity which is so typically Oriental.

THE fine new building now being erected in Penang for the Hongkong and Shanghai Banking Corporation is to have an electric light and fan installation in addition to the electric lift. The whole of the bank premises will be fitted with Crompton ceiling fans and the current will be laid on to every room for the convenience of the tenants in the other offices.

THE Swatow correspondent of the *N. C. H. News* says:—"As a result of the competition between the N.D.L. boats and the Japanese line for the Siam trade, coolies can now book for Siam for ninety cents, the ticket covering three good meals a day, and the services of a barber. Not a few are going to see what the place is like, and returning by the next steamer."

A COOLIE named Ng Ng was arraigned before Mr. H. H. J. Gompertz this morning, at the Police Court, on a charge of travelling in a tramcar from Quarry Bay Shipyard yesterday afternoon to Causeway Bay without paying his fare. The tramcar inspector said that when asked for his five cents defendant refused to pay. The accused stated that he had paid his fare but did not receive a ticket in return. He was fined \$2.

A STREET coolie walked up to a money changer's shop in Queen's Road Central last night and when the *foki* was attending to some customers he snatched a roll containing forty cents, and bolted. A chase followed and before he was arrested by a *lukong* the coolie threw away the money. He denied everything at the Police Court this morning, but the evidence of the two *foki*s in the moneychanger's establishment was so conclusive that Mr. H. H. J. Gompertz passed sentence of one week's jail and six hours' stocks.

ON the morning of the 28th ult., says the *Singapore Free Press* of last inst., approaching Singapore, H.M.S. *Terrible* lost her starboard propeller. It was understood that the port propeller had been the cause of some little anxiety, and it was a bit of a surprise to find that the starboard propeller had given out first. The result is that the Admiralty have been advised and pending orders the cruiser will remain here. It is uncertain whether she will go on to Malta or go back to Hongkong, those places affording the necessary docking facilities.

THE new regulations governing the salaries and allowances to the Japanese police have been published in the *Official Gazette*. Under the new regime policemen will receive from ¥12 to ¥20 per month, sergeants rising to ¥25. Members of the police are not eligible for this increase until after six months' service, and the salary must be made in instalments not exceeding ¥3.

TYPHOON Relief Fund Entertainment.—Holders of stall and dress circle seats are reminded that owing to the regulations passed by the Legislative Council the entrances to the City Hall Theatre have been altered, and that the entrance to the stalls and dress circle is now made, by a door on the right hand side of the usual entrance, the latter being used entirely for the pit.

THE solicitor engaged in two cases set for hearing in the Summary Court this morning before his Honour the Puisne Judge, Mr. A. G. Wise, applied for an adjournment for diverse reasons, in each case. His Honour said he had no objection whatever to granting the adjournments asked for as most likely he would not hear anything further about the cases. In our popular Puisne Judge going to leave us!

THE *Japan Chronicle* of 27th ult. states:—"On Saturday last the Japanese Consul at Hongkong telegraphed to the Foreign Office to the effect that the recent typhoon had very seriously affected the local rice-market. The scarcity of coolies has resulted in a decrease of rice transactions. The stock which changed hands during last week only amounted to 4,126 bags. Siam rice was quoted at from \$4.40 to \$4.55."

A COAL coolie named Lam Wing was arrested yesterday afternoon by Tramcar Inspector Glendinning and given in custody for travelling on the foot-board of tramcar No. 28 and refusing to pay his fare. When Lam was first seen by the conductor he was told to enter the car and take a seat. He would not, neither would he pay his fare when asked, but threatened to do something rash to the conductor if he insisted in ordering him to do things he did not like. He was placed before Mr. H. H. J. Gompertz, at the Police Court this morning, and was fined \$5.

TWO punkah coolies employed in the barracks were charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with stealing \$5.50 from Pte. E. Brown, of the West Kent Regiment. The defendants were alleged to have been at work in the verandah of the house and during the absence of Pte. Brown they went through his pockets, removing the money from his pocket-book. Inspector Ritchie, who prosecuted for the police, asked for a postponement of the case until to-morrow. The complainant was unable to appear in Court to-day owing to business affairs. His Worship adjourned the case until to-morrow morning.

A CHINESE monk, who says he hails from Tientsin, is at present in the Colony trying to raise a subscription for building a "summer residence" at the northern port. He handed to a representative of this paper to-day a huge volume, inside of which were many signatures, probably donations, and on the first page of the volume is an introduction, explaining what the money is wanted for. It reads thus:—"This monk is sent by the Chief of the Wu-ku-shan Monastery. It has been agreed to build a summer house of Western style for foreign ladies and gentlemen to rest during this summer vacation. He is therefore sent out to collect subscriptions for the purpose."

A MEETING of the Justices of the Peace was held at the Magistrate's this afternoon, Mr. H. H. J. Gompertz, presiding, to consider an application from one Tam Keng Kau for an adjutant licence to sell by retail intoxicating liquors on the premises, Nos. 187 and 188, Connaught Road West, 1st and 3rd floors, under the sign of "The Shanghai Hotel." The other Justices present were:—Mr. F. A. Hazledine, Capt. Lyons, deputy superintendent of police, and Mr. C. A. D. Melbourne. Mr. F. C. Barlow, of Messrs. Golding and Barlow, appeared for the applicant. The application was put before the meeting, and as there was no police objection the application was granted unanimously.

THE "FIRM" QUESTION

IN COURT AGAIN.

At the Supreme Court this morning, before his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Court of Summary Jurisdiction, the Chung Lee firm sued the Kwong Tai On firm, and Lau Sang, my of that firm, for the recovery of \$280, being the amount due from the defendant to the plaintiff firm for goods sold and delivered by the latter to the former, on various dates.

Mr. Otto Kong Sing appeared for the plaintiffs, the defendant being represented by Mr. F. Paget Hett, of Messrs. Bruton and Hett.

Chan Wa stated that he was the plaintiff in this suit, and produced his books to prove his claim. Mr. F. Paget Hett then cross-examined witness and elicited from him the fact that he was the sole master and partner of the plaintiff firm.

Mr. F. Paget Hett: Then, my Lord, I don't think I need go any further, and I would ask your Lordship to dismiss the case.

His Honour: On what ground, Mr. Hett? Mr. F. Paget Hett: On the ground, my Lord, that the plaintiff being the sole proprietor of the firm cannot sue in the firm's name; he must sue in his own name, as sole proprietor of that firm.

His Honour: (to Mr. Otto Kong Sing): Well, what have you to say now? Mr. Otto Kong Sing: I submit, my Lord, that my client is perfectly right in suing under the firm's name, according to law.

His Honour: Under what section of what Ordinance? There is no such provision, enabling a sole partner to sue, in his firm's name, if the firm cannot sue in the firm's name; and of course your client has proved his case, and I am not going to entirely oust him. The only thing I can do for you at present is to allow him to withdraw this action, on payment of costs, and give you leave to bring another action.

The order was made accordingly, and the Court adjourned.

THE S.S. "TEAN" IN A TYPHOON.

FISH TOSSED OUT OF WATER.

Large fish tossed out of the water by the jerky, irregular motion of fierce, cross seas and land birds flying about by the hundred in evident distress, some of them so exhausted that they alighted on the ship and were caught—such is the picture presented by Captain Somerville of the *Tean* in narrating the strange experiences of that vessel during a terrible typhoon which he encountered on his way down here on his last trip, says the *Manila Times* of 3rd inst.

The *Tean* fortunately escaped the full fury of the typhoon during a large part of the time it was raging, through being in the charmed circle of the centre where, as is generally known, almost a dead calm usually prevails. It was in this charmed circle that the strange spectacle aforementioned was witnessed. Captain Somerville says that during all his days at sea he never saw anything like it.

The Captain also says the same of the storm to some 20 or 30 years of going down to the sea in ships it was the worst he ever experienced. In his official report to the Weather Bureau he places the velocity of the wind at certainly not less than 130 miles an hour.

Interviewed aboard the *Tean* last evening just prior to her sailing for Hongkong the Captain told the story of the storm as follows:—"At 4 p.m. of Thursday, September 27, I was uncertain as to the direction, as the wind gave no indication. I therefore decided to leave to and await development. The wind remained steady at N. N. E. but kept increasing in violence all the time. I finally came to the conclusion that I was right in the line of the advancing quadrant of the storm."

"At 12 o'clock midnight of Thursday, owing to our proximity to the Pratas shoals, I ran 12 miles to the southward to give good clearance and then laid to. My clearance was estimated at 30 miles from the shoals. The storm rapidly increased in violence, the sea being perfectly awful to look upon. All the time the barometer kept falling rapidly. Fierce squalls and heavy rain made it impossible to see more than a few feet away. Cwing to the light draft of the vessel and her extreme buoyancy we shipped scarcely any water and even the cattle on the deck kept in good shape."

"At four o'clock Friday afternoon we were obviously nearing the centre of the storm as the wind suddenly fell light and the sea went down. There were also many other indications of our being at the centre as the sky cleared overhead and the sun shone out; very heavy misty clouds were visible towards the horizon; the sea was curiously lumpy and we observed many fish, some of them about three feet in length, being as it were tossed out of water by the little pyramids of sea caused by choppy, cross motion. Several hundred small land birds were also seen flying about apparently in distress. They had evidently been focussed, as it were, by the centrifugal motion of the wind. Some of them were very much exhausted and alighted on various parts of the ship; a few of them being too tired to evade the efforts to catch them."

"At 6 p.m. the wind gave evidence of shifting to the south and so I decided to run out from the centre of the storm and issued orders to drive to the eastward as far as possible. It was obvious that the storm was passing a short distance to the south. The wind started again about 7 p.m., E. S. E. At midnight it was blowing from the S. E. with tremendous fury, the sea being more terrible than any I ever saw and worse than I had believed possible."

"Finally we managed to pass around the receding quadrant of the storm although during the passage we all thought it even worse than when facing the advancing quadrant. The ship behaved splendidly, however, and almost marvellously we escaped without damage. I should also like to say that contrary to some of my experiences the passengers behaved grandly. They were kind enough to praise the sea-going qualities of the ship and they had a good word for me but were entitled to as much if not more credit for the heroic and calm manner in which they took the experience."

"On the 29th the gale was practically over and we were able to lay our course and continue the voyage to Manila."

SENSATIONAL ROBBERY IN SHANGHAI.

NATIVE JEWELLER CHLORFORMED.

From the *Shanghai Times* of 5th inst, we gather details of the sensational jewellery robbery by European desperadoes in Shanghai reported in our telegram columns last week. About 3 p.m. yesterday a most sensational crime was committed in a native jeweller's establishment in Yunnan Road near the Race Course. At the hour mentioned two British subjects named E. C. Elderly and G. Rosser entered the shop and after inspecting a large quantity of gold and jewelled ornaments, one of them suddenly emptied a phial of chloroform on to a handkerchief and threw it over the face of the only occupant of the shop, who for the time being was overpowered by the anesthetic. While he was in this condition the foreigners helped themselves to the jewels which they had been examining and carried about \$200,000 worth into a carriage which they and waiting outside the door of the shop. In this they drove to a steam-launch which was waiting at the French mail jetty. Here they had some delay in getting up steam, and as the jeweller had in the meantime recovered consciousness, he had the Police on the track of the fugitives before they were able to get away. Inspector McDowell, Detective Sergeant Bookless and Sergeant Johnston succeeded in arresting the fugitives on the French mail jetty just as the launch was about to push off. Rosser tried to jump into the river but was prevented in time by Inspector McDowell. The jewellery was all recovered on the persons of the prisoners, who were promptly lodged in the Hongkong Station. They will be formally charged at the Police Court this morning.

THE YUE-HAN RAILWAY.

[From a Correspondent.]

Canton, 9th October.

"Some of the directors of the Yue-han Railway Co., Ltd., at Canton, thinking that the superintendence of the work of construction of the line is too responsible and important to be entrusted solely to Mr. Koog, the chief engineer of the line, are intending to engage the services of the former constructor, an American, Smith by name, to be the assistant, or deputy, engineer-in-charge, and with this object in view, have already wired to America, offering him the position, and asking him to come out as soon as possible. Whether he will accept the offer is, of course, not yet known, and remains to be seen."

SUIT FOR CRUSHED STONE.

The Secretary of the Mercantile Administration of the Kwang-tung section of the Yue-han Railway Co., Ltd., has received, through a firm of lawyers in Hongkong, a writ of summons, under which a claim is set up for \$50,000, being the amount due, as alleged, to the plaintiff (whose name has not transpired) for crushed stone supplied, and delivered to the late proprietors of the Canton-Hankow railway, i.e. the American Development Co. the sum being, it is alleged, still unpaid, due and owing. According to Chinese commercial law the seller of a concern must pay all outstanding debts of such business, but if he fails then his successor becomes responsible for all previous outstanding liabilities. The present case will be an international law suit, and of general interest, no doubt, as the United States and China are involved in it. It will, however, cause considerable delay in the construction of the line, even if China wins the suit. But if China loses, it means that the shareholders of this but recently established company must start out with a loss of \$50,000, before they have had a chance to make one cent."

THE KWANGSI RAILWAY.

Mr. U Shik Mo, a wealthy Chinaman of a wangsai, has been appointed chairman of the Board of Directors of the Kwangsi Railway Co., Ltd., with Mr. Chai Chung Fan as deputy chairman. The construction of the line will begin at an early date.

The following items are from "the Canton Daily News":

Trouble has broken out in the directorate of the Yue-han Company between the Chief and Second Directors which promises to become very interesting.

The trouble is over the resignation and appointment of Chief Directors.

At a meeting of the Company on the 6th inst. it was decided to publish a review of the work done so far for the benefit of the many shareholders. After the compilation of the review it will be referred to Viceroy Shum, then registered at the Chamber of Commerce and published.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 6th to 8th October, 1906. The following cards were handed in:—

CAPTAIN'S CUP.

Mr. C. P. Chatter 90-13-77
Staff Paymaster H. G. Wilson, R.N. 94-11-83
Major S. H. Pedley, R.W.K. 85 scr.-85
MAV CUP.

* Surg. L. A. Baiss, R.N. 102-20-82
Mr. L. Evans 103-20-83

POOL.

Mr. C. P. Chatter 90-13-77
Lt.-Col. H. G. Filton, R.W.K. 91-14-77

Mr. T. S. Forrest 77-4-81
Lt. C. B. Dows 87-4-83

Staff Paymaster H. G. Wilson, R.N. 94-11-83
Mr. C. Clark 83-4-84

Surg. L. A. Baiss, R.N. 102-20-82
Mr. T. C. Gray 95-9-86

* Winner of Captain's Cup.
* Winner of May Cup.

* Tie for Pool.

The next competition will be held at Happy Valley from the 13th to 15th October for the Robertson Farewell Cup.

LUSITANO FOOTBALL CLUB.

The Lusitano F.C. open the season in the league with the following teams:—(A team): A. J. V. Ribeiro capt., R. C. da Silva, J. C. V. Ribeiro, J. A. Yvanovich Fortin, da Silva, C. M. C. V. Ribeiro, H. Hyndman, K. Campos, L. G. Cordeiro, F. X. N. Varco, F. A. Baradas. (B team): A. V. Barro (capt.), J. C. Barreto, A. F. Rozario, A. G. Brito, D. Soares, I. E. Remedios, J. A. Baradas, A. C. Botelho, J. Fernando, Barreto, Alfredo Remedios, E. L. Barro, (C team): J. M. Brito (capt.), A. C. da Silva, J. M. Remedios, J. Bernardo, J. C. Rodrigues, L. G. Rodrigues, R. A. dos Remedios, A. G. Rocha, J. M. Rora Pereira, P. B. Xavier, N. H. Alves, (D team): J. M. Victor (capt.), J. M. Lopes, E. M. Ozoio, A. Hyndman, J. A. S. Alves, D. A. Remedios, F. X. Brito, E. A. Mano, T. Pereira, D. Alonso, Antipio Baptista. (E team): P. da Rosa (capt.), L. A. Ozoio, E. Hyndman, A. A. Guterres, F. L. da Rosa, A. C. Botelho, P. M. F. dos Remedios, Julio Remedios, Augusto Baptista, J. F. Zavedo, Thomas Remedios. Substitutes: A. Sequeira, C. M. Soares, J. M. M. dos Remedios, G. Osmond, E. Silva, E. Osmond, S. Lopes, H. Silva. The officials of the Lusitano Football Club are:—Chairman, J. A. B. Alves; secretary, P. M. M. dos Remedios; treasurer, C. M. C. V. Ribeiro; captain, A. J. V. Ribeiro; vice-captain, P. da Rosa; committee, J. C. Barreto, A. V. Barro, J. O. Remedios, J. M. Victor, A. F. Rozario.

The process recovery known as "the cyanide" has within the last fourteen years saved over £500,000 worth of gold, which would otherwise have been lost.

ARTS AND CRAFTS EXHIBITION.

We are requested to state that the dates fixed for the exhibition are 2nd, 3rd and 4th November. H.E. the Governor will open the exhibition.

Entrance to the public will be fifty cents for admission, or \$1 for the three days the exhibition is open.
Mr. Ho Kom Tong has offered ten gold and one hundred silver medals for prizes to exhibitors, whilst Mr. Choy Leep Chee has kindly guaranteed the cost of printing a catalogue with illustrations, which will be sold for fifty cents.

ECHO OF THE BOYCOTT.

"DEATH RATHER THAN FARDON."

[From a Correspondent.]

Canton, 6th October.

It will be remembered that at the time of the boycott of American goods, at Canton, the three ringleaders, or promoters thereof, named Ma, Lun, and Hany, were imprisoned by order of the Magistrate of Canton. These men are still languishing in gaol, and as there appeared to be no immediate prospect of their release, some of their friends expressed an intention of memorializing Congress at Washington, with the object of obtaining the release of the men now in gaol. Hearing of this intention on the part of their friends, however, the three "imprisoned martyrs" immediately sent word to them, stating that they preferred death rather than have their release begged for of a foreign government, as such a procedure, they said, would be an insult to the whole Chinese nation. And so there the matter rests at present.

THE "DEVANHA" IN A TYPHOON.

TWENTY-FOUR HOURS HOVE-TO.

The homeward P. & O. mail steamer *Devanha*, which should have got in on Thursday morning, says the *Singapore Free Press* of Sept. 27, did not arrive at Singapore till 6 o'clock yesterday morning, when she went to the usual berth at the P. & O. wharf.

Rumours were current in town yesterday morning that the *Devanha* had come in with her foremast gone and had otherwise been seriously damaged by a typhoon she had encountered after leaving Hongkong, and to gain the actual story of the happenings a representative of the *Singapore Free Press* went down to the big mail boat shortly after her arrival. At the first glance it was seen that the story of the disasting was an exaggeration, for both masts were in position though the ship had obviously been made snug aloft. Going on board our representative asked for Captain Hide and was courteously told that the Chief Officer would be pleased to give him the particulars of the *Devanha's* encounter with the storm which had been a pretty severe one, and had necessitated her being hove-to for a solid twenty-four hours.

The Chief officer said that the *Devanha* left Hongkong at 1.30 p.m. on Saturday and as the steamed out of Hongkong harbour the Observatory signalled that a second typhoon had been reported from Manila driving to the West-North-West. In view of the fierceness of the first typhoon everyone on the ship, and the passengers in particular, were rather uneasy, but the ship was made snug aloft and all unnecessary hamper and running rigging was stowed away. The weather, however, was most serene till 9 o'clock on Sunday morning, when the *Devanha* had put Hongkong 250 miles behind her, and at this hour the glass began to fall rapidly and a gale accompanied by a high sea sprang up. As the *Devanha* was steaming right into the teeth of the storm the seas began to break over her, the wind roaring by and whistling through the rigging whilst the steamer was rolling and pitching like a cork. The storm increased rapidly in fury and Captain Hide decided to leave his vessel to till the worst of it had passed.

With difficulty the *Devanha's* head was swung to the Eastward and she was laid to, and, as already stated, was forced to remain so for a whole day and night. No sooner was the ship brought to than she made better weather of it and rode the seas with practically little or no water coming aboard. In the small hours of Monday morning the officers noticed that the storm was abating and at 8.30 the Captain gave the order for the *Devanha* to be put on her course again, though as soon as this was done she began to ship seas again. The weather, however, continued to modify as the typhoon zone was left behind and the rest of the voyage down to Singapore was accomplished in the most perfect weather.

From observations of the storm made on board the *Devanha* it appeared that the typhoon, which is believed to have been the second one reported from Hongkong, was driving towards the Gulf of Tonkin which is the course of most of the China Sea storms. The force of the wind was terrific and got up as far as eight and as a hurricane, that most terrible of storms, is put at ten the layman can realize that the *Devanha* has not encountered "just a little blow." Her officers are, however, "just a little blow." Her officers are, however, in praise at a sea boat in her first experience of typhoon weather, and thanks to the forethought of Captain Hide in getting his vessel in trim to meet the storm, no sailors' parlance "not so much as a rope yarn carried away." The crew of the vessel behaved smartly and though the passengers were naturally alarmed at the fury of the storm, especially in view of the happenings at Hongkong, they remained calm and collected in their cabins.

SHIPPING AND MAILS.

MAILS DUE.

American (*America Mail*) 14th inst.
French (*Austral*) 15th inst.
Canadian (*Tartar*) 16th inst.
American (*Siberia*) 20th inst.
Canadian (*Empress of India*) 21st inst.
German (*Wilhelm*) 22nd inst.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver at 6 p.m., on 6th inst.
The C. P. R. Co.'s s.s. *Tartar* arrived at Nagasaki at 8.30 p.m., on 8th inst., and left again at 2 a.m., Tuesday, for Shanghai, where she is due to arrive at 3 p.m., on 15th inst.

TELEGRAMS.

[Russia.]

Russia.

LONDON, 7th October.

A Court-martial has been opened in St. Petersburg on Admiral Nebogatov, the commander of the third Baltic fleet, the captains and a part of the crew of the vessels on a charge of surrendering to the Japanese without fighting.

The P. & O. "Isis."

The *Isis* has arrived at Port Said and the mails have been transferred to the *Perla*, which sailed last evening.

A Danish Financial Tour.

A party of Danish financiers, representing The East Asiatic Co., are about to sail for Siam, China, and Japan.

Prince George of Greece will possibly accompany the party.

The Newfoundland Fisheries.

Great Britain and the United States have agreed on a *modus vivendi* regarding the Newfoundland fisheries.

Later.

The Newfoundlanders are indignant at the direct conclusion of an Imperial *modus vivendi* with America, granting Americans the privileges of the herring fisheries.

The Press declares that the Government and the people have been ridden over rough shod, and urges the Government to resist such a bureaucratic action and to stringently carry out the restrictive colonial laws.

Motor Car Race.

Mr. Vanderbilt's motor trophy, course 207 miles, has been won by M. Wagner of France, who averaged a mile a minute.

Two hundred thousand spectators witnessed the race and 17 competitors started.

A chapter of accidents occurred from cars running off the course. One spectator was killed and four injured. One of the competitors was pitched out of the car and made unconscious.

[N. C. D. News.]

The Opening of Manchuria.

JAPANESE IN RUSSIAN SPHERE.

Tokio, 3rd October.

It is reported from Vladivostok that several hundred Japanese were proceeding to Harbin and other places in North Manchuria were stopped by the Russians at the frontier station, in spite of the revocation of the Suppik Memorial, and that they have returned to Vladivostok.

The report is not yet confirmed.

Trouble in Mexico.

Tokio, 3rd October.

Some Mexican revolutionists have crossed the frontier into Texas. The State troops have been called out.

North Manchuria.

NO ENTRANCE FOR JAPANESE.

Tokio, 4th October.

It is reported on good authority that twenty-seven Japanese have been stopped by the Russians at (Krookoff and returned to Vladivostok. Japan has submitted the matter to St. Petersburg and demanded that strict instructions be given in respect of the decision to abrogate the Suppik Memorial.

MATRIMONIAL TROUBLES.

CORFUENCY AS A GROUND FOR DIVORCE.

Chicago, 14th Aug.

Obesity as a cause for divorce has taken its place in the Court records. The Supreme Court yesterday granted a limited divorce to Mrs. Sarah Link of 204 Forsyth Street after her husband, Louis, a tailor, who married her when she was syphilitic, and lost his love for her because she became fat, had declined to contest the suit.

Everything was settled amicably between husband and wife, and in Court the tailor said with a trace of the old-time affection, that if his wife ever reduced her weight to 130 pounds, he would have the divorce annulled, and they would go keeping house again. Mrs. Link now weighs 225 pounds.

"My husband has been neglecting me a long time," said she. "He doesn't take me to balls and parties as he used to, and I am tired of his inattention and evident lack of affection for me."

Link said: "Eighteen years ago, when I was married, my wife was small and handsome. Every year she has grown stouter and heavier. I have spent hundreds of dollars on anti-fat and medicines to reduce her weight, but it's no use. She continues to grow. Maybe, sometime when she becomes small again, as she used to be, we shall be remarried."

When informed of her husband's intention to marry her again if she reduced in weight, Mrs. Link said, without a trace of emotion in her voice: "I don't know what we shall do. Nobody can tell what may happen in a few years."

This is the second time that the Link craft of domestic bliss has struck the shoals of obesity. Eight years ago Link, it is said, obtained a rabbinical divorce, and, with child-like confidence, ignored the law of the land by taking another wife. Mrs. Link No. 1 waited three months and then had this second marriage annulled.

The original wife again lived with Link, and years of content followed, but when she no longer dared step upon the frail penny weighing-machines and had to seek the grain scales, Link told her he couldn't live with her any longer.

INTERPORT CRICKET.

THE GREAT MATCH.

SHANGHAI, HONGKONG.

We make the following extracts of the very full report appearing in the *Shanghai Times* of the 4th inst. of the interport cricket match at the Northern port. In spite of the bad weather which was experienced yesterday, the day fixed for the first day's play, this morning came with a good sun and a high drying wind, so that the ground early in the morning was judged quite fit for play to commence at 11 a.m.

The Committee who have been looking after the accommodation on the ground are to be congratulated on the success which attended their efforts. On the left as one entered the ground by the Swimming Bath gate, a large stand had been erected for the public; near by was the Band Stand while the whole playing field was surrounded by seats for the general public. A reserved enclosure being retained for school-boys in one corner.

Farther on is the Parses C.C. enclosure, while at the far bridge, near the S.R.C. pavilion is a large tent for S.R.C. members.

On the Race Club side is a tea tent open to all guests and another tent for ladies with their friends. The scores are accommodated in one Tower of the Pavilion and the Press have had a special platform erected in the other tower with a desk for writing on—an innovation for which the newspaper men are very thankful to the S.C.C. The Pavilion is reserved for S.C.C. members only.

Cards of the game are printed on the ground—a thing which has, we believe, never been done in this part of the world before—and altogether one feels that nothing which could add to the comfort of the spectators has been omitted.

The wicket at 11.0 yesterday morning was soft and drying, so Hancock, who won the toss for the H. K. C. Eleven put Shanghai in. It seemed on the whole that the wicket grew more difficult during the day, certainly towards 3 o'clock the ball was turning a great deal.

On the whole, considering the kind of ground each side is used to, we think the rain has increased the chances of Shanghai.

Wallace and Ollerdesen were the batsmen to open the Shanghai innings against the bowling of Bird and Hancock. Runs came rather freely at first. Ollerdesen chiefly scoring by drives. With only 19 up, however, Ollerdesen was caught and bowled by Hancock, the ball striking up a bit too much. Moule was in next and drove Bird nicely twice, but in letting out at the same bowler again he was neatly stumped by Smith—2 wickets for 24.

Wallace was playing very carefully but when he had only scored 5 he was out l.b.w. to Bird—3 for 25. Walker and Lanning were now together. Walker took a single off Bird whom Lanning drove for two next call, but three runs later Lanning was c. and b. by Hancock. Dew came in next and at once started to score; he drove Hancock for 2 and 3 and at the other end placed Bird through the slips for a single. Walker who had scored 4, let out at Bird and was caught from the miss-hit in the slips by Hancock—5 for 42. Weippert was next in but soon lost Dew who was l.b.w. to Hancock, after seeming quite at home while making 12—6 for 47. At this very critical stage of the game Martin joined the party and these two started to score freely. Weippert ran rather a short single and the next over drove Bird beautifully to the on boundary for 4. Martin, next over, treated Hancock in a similar manner and the hopes of the spectators began to revive.

The Basmen settled down to their work calmly and played quite the correct game, waiting for the loose ones and taking no risks with good balls. Martin played like quite and old hand and showed fine grit, for the Hongkong bowlers had success in the favour and were doing all they knew to tempt both batsmen.

Weippert got nicely going by a four to leg off Bird, who gave way next over to Stanger-Leathes, but the new bowler proved very expensive. Both batsmen scoring freely of him. Weippert made several very fine pulls in Leathes's first two overs, two being boundaries.

The Tiffin interval was now drawing very near and the score stood at 8 for 60, when Martin drove Leathes for 2 and 3 in one over and caused that bowler—who had 28 runs hit off him in 4 overs—to give way to Dixon.

The change was ineffective as at a quarter to one the hundred was hoisted. For the last quarter of an hour before tiffin both batsmen played well and freely and despite another howling change—Morrell being tried—remained together until the bell rang at one o'clock with the score at 118 for 8 wickets.

Weippert was not out so, Martin not out 27. These two players had gone in when the game was going about as badly as was possible and carried the score from 52 to 118 and they fully deserved the enthusiastic reception they received on their return to the pavilion.

During the interval the teams were photographed by Mr. Sato.

On resuming, Weippert opened with two singles and two to leg and in the next over on-drove Bird for 2.

Martin took a two and a single and then opened out to Hancock and kicked him between mid on and square leg, but the fielder could not get to the ball in time. The next ball, however, Martin reached out forward to and was caught and bowled by Hancock when he had scored 32. Martin had batted for an hour and his 32 included two 4's and three 3's and was made without a chance.

When was next in and played out the over. Weippert hit the third ball of Bird's next over beautifully, to deep leg, where unfortunately Phelps was waiting and safely held the ball.

The innings closed for 130 of which 78 were put on by Weippert and Martin. Weippert played once again one of those patient but free innings which he seems to keep in stock as it were, for Interport games, and his innings was without a chance, and included four 4's and two 3's. Martin rose to the occasion splendidly again; no chances being given. He played sound cricket and made a most successful debut in interport cricket.

NIPPON YUSEN KAISHA.

FINANCIAL CAPABILITY OF THE COMPANY.

In view of the competition which is now going on between the Nippon Yusen Kaisha and some foreign shipping companies the figures regarding the financial standing of the N.Y.K. published in the *Oriental Economist*, are of no little interest. The Nippon Yusen Kaisha has been making dividends at the rate of 12 per cent. per annum for several years past, but for the half-year ended March 31st last a departure was made from this rule and a dividend of 15 per cent. was declared. The reason for this is that during the war the cost of repairs and the losses resulting from the destruction of the ships chartered by the Government was to be borne by the company, for which purpose one million yen had to be set apart each half-year. During the six months ended March last, however, less expenditure was required for the purpose mentioned owing to the cessation of hostilities, though the revenue from charterage did not decrease in proportion. Under these circumstances the company was enabled to declare a dividend at the rate of 15 per cent. for the period. The receipts and expenditure of the company for the last few years are as follows:—

	Receipts	Expenditure
Freight and Passengers	Charterage	
1903 1st half	Y8,376,111	Y 96,929
" 2nd "	8,630,398	122,398
1904 1st "	6,439,495	1,713,969
" 2nd "	3,847,912	5,178,595
1905 1st "	4,134,353	5,469,244
" 2nd "	5,021,775	5,514,997
1906 1st "	4,855,811	5,007,364
		Other Receipts
		and Total.
1903 1st half	2,855,360	Y11,537,615
" 2nd "	2,769,854	12,105,380
1904 1st "	2,018,010	10,821,150
" 2nd "	627,881	10,479,972
1905 1st "	537,495	10,727,458
" 2nd "	572,915	11,807,803
1906 1st "	625,857	12,317,761

EXPENDITURE AND PROFIT.

	Cargo and Passengers	Ship's Expenses
1903 1st half	Y 1,638,218	Y5,569,141
" 2nd "	1,813,499	5,149,400
1904 1st "	1,135,086	5,245,956
" 2nd "	1,054,601	5,305,493
1905 1st "	1,031,292	4,552,528
" 2nd "	1,156,669	5,168,573
1906 1st "	1,214,935	5,482,610

OTHER EXPENDITURE.

	Y	Y
1903 1st half	9,304,493	Y2,233,128
" 2nd "	9,517,899	2,579,480
1904 1st "	9,351,611	1,673,737
" 2nd "	9,049,247	1,441,804
1905 1st "	9,241,795	1,485,661
" 2nd "	10,282,982	1,524,810
1906 1st "	10,912,481	1,724,479

Note.—In "Other expenditure" are included cost of repairs, insurance, depreciation fund, etc.

As shown above, the charterage for the first half of 1906 exceeded five million yen, showing a decrease of only half a million as against the preceding period. In the expenditure for cargo, passengers, and ships an increase of Y700,000 is noticeable, compared with the preceding term; but this increase is more than compensated for by the decrease of Y950,000 in the cost of repairs, insurance, depreciation fund, etc. Moreover, an increased revenue of some Y8,000 was obtained by the sale of articles rendered useless as the result of the cessation of the war. For these reasons, the company cleared the net profit of Y2,234,000.

At the end of March last the various reserve funds of the company totalled Y16,241,300 and the total tonnage of steamers amounted to 253,935, valued at Y24,113,000, or Y94.64 per ton. Considering the fact that the cost of construction ordinarily is about Y250 per ton the valuation of the company's ships which is put at less than Y95 should be regarded as a very low estimate.

That the receipts of the company will be materially reduced during the half year ending Sept. 30th, 1906, seems almost certain as will be seen from the following table:—

	Mileage	Receipts
1903		
1st half	1,495,038	Y8,376,111
2nd "	1,526,767	8,630,398
1904		
1st half	1,135,086	6,439,495
2nd "	1,054,601	3,847,912
1905		
1st half	583,603	4,134,353
2nd "	753,397	5,021,775
1906		
1st half	625,857	4,855,811

As will be noted from the above, the average receipts per mile had been steadily decreasing before the war, no doubt owing to the severe competition in the Far East and elsewhere. During the war the receipts were greatly increased, but since the second half of 1st year the revenue has again begun to fall, the average earning per mile for the last term being Y5.68. Evidently this is the result of over-tonnage at home and the competition from Japanese and foreign rivals. During the half-year under review the majority of the N.Y.K. steamers were still chartered by the Government for transport service and the trade was confined to the domestic coast and Korea and China ports; yet the revenue per mile showed a great falling-off. It appears most probable that this state of affairs will be more accentuated during the current six months, as the company has now resumed the long-distance foreign lines, and the competition is growing keener.

Japan Chronicle.

Among the Arabs of Tyria a man changes his name after the birth of his first son. He calls himself by his son's name, with the prefix of "Abu," or "Father."

AMERICA'S TRADE WITH CHINA.

HUGE SHRINKAGE.

Whether the loss is attributable to the Chinese boycott or to the termination of the Russo-Japanese war, the United States is losing trade in the Far East, says a leading New York paper. In the first seven months of the calendar year 1905 our sales to China, Japan and Hongkong were \$78,331,970. During the first seven months of the current year the account was only \$12,484,388.

In a comparison of the records for the first seven months of last year with those of this year it appears that our shipments to the Chinese Empire have fallen from \$37,181,220 to \$20,512,191, and our shipments to Japan from \$36,800,468 to \$18,774,776. Our seven months sales to Korea and to Asiatic Russia, though much smaller in their amount, show large increase. To the former we sold last year \$234,165, and this year \$875,238. To the latter we sold last year \$254,083, and this year \$1,617,741.

Analysing the shrinkage in the trade of China and Japan for this period on the basis of its most important items, the loss appears as follows:—

	CHINA.	1905.	1906.
Wheat flour	\$ 209,220	\$ 44,762	
Copper	9,755,556	518,075	
Cotton cloth	19,164,666	13,637,713	
Mineral oil	4,284,020	2,321,592	
	JAPAN.	1905.	1906.
Wheat flour	\$ 2,747,898	\$ 1,572,886	
Raw cotton	13,466,450	5,611,074	
Cotton cloth	780,512	25,654	
Electrical machinery	910,212	410,037	
Locomotives	1,180,040	84,000	
Canned beef	1,255,760	8,478	

Taken as a whole, the immediate condition of our sales to China and Japan must be regarded as decidedly unsatisfactory. We have done much better nearer home. While our sales in the East were shrinking \$36,000,000 in seven months, our sales to our neighbours of the Western Hemisphere increased \$41,000,000.

CARRIED OFF BY EAGLES.

Novara, Sept. 6.—The soaring eagle undoubtedly enhances the majesty of mountain scenery, but an incident that has taken place this week at Novara, in the Varallo district of Italy, brings out vividly another aspect of the question.

Two children, one of them named Guglielmina Umberto, aged three years, and another little girl, rather younger, when playing together in the open, not far from their parents' cottages, when Guglielmina was missed, and active search in every direction failed to reveal any trace of her.

For two days the search was continued, and then the fear that had haunted the poor child's friends from the beginning became a dead certainty.

The circumstances of the place quite excluded any of the ordinary dangers to which young children are exposed, and no doubt is entertained that the ill-fated girl has been carried off by an eagle.

It adds to the poignancy of the tragic incident that her companion is only just beginning to speak, and, though evidently frightened when found, can, of course, give no explanation of the cause of her terror.—*Full Mail Gazette.*

COMMERCIAL.

—TO-DAY'S INTELLIGENCE.

Buyers.—China Fire Insurance Co. 593, H.K. C. & M. Steamboat Co. 516, Shell Transports 29/6, China Sugars 5/55, Ruhs 50, Shanghai Docks 510, Electric 514, Tramways 5215.

Sellers.—Hongkong Bank \$800 London 293.155, Unions 575, Canons 520, Hongkong Fire 537.1, China and Mahilas 523, Douglas 543, Hongkong Docks 515, Kowloon Wharves 593, Hongkong Lands 5108, West Point 550, Hongkong Hotels 5115, Contrans 513, China Borneo 510 China Provident 59.50, Cements 519, Ices 523, Ropes 524, China Light and Power 510, Watsons 513, Powells 591.

Sales.—Hongkong Bank \$800, Hongkong Docks 5153 and 5154.

Nominal.—National Banks 547, Indos 524, Hongkong Wharves 515, 240, Humphreys Estates 511, Dairy Farms 517.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2 1/2 1/6, Demand 2 1/2 1/6, Do. 4 months sight 2 1/2 1/6, France—Bank T.T. 2 1/2 1/6, America—Bank T.T. 2 1/2 1/6, Germany—Bank T.T. 2 1/2 1/6, India T.T. 16 1/2, Do. demand 16 1/2, Shanghai—Bank T.T. 7 1/2, Singapore T.T. 3 1/2, Japan—Bank T.T. 10 1/2, Java—Bank T.T. 13 1/2.

Buying.

6 months sight L/C. 2 1/2 1/6, 30 days sight L/C. 2 1/2 1/6, 30 days sight San Francisco & New York 5 1/2, 4 months sight do. 5 1/2, 30 days sight Sydney and Melbourne 2 1/2 1/6, 4 months sight France 2 1/2 1/6, 6 months sight 2 1/2 1/6, 4 months sight Germany 2 1/2 1/6, Bar Silver 3 1/2 1/6, Bank of England rate 4 1/2, Sovereigns 8 1/2.

Ordinary potatoes became extinct; their place would certainly be taken by the yam, or sweet potato. This latter vegetable can be grown in the South of England.

INTERPORT RIFLE MATCH.

The following will comprise the team for Hongkong:—Major W. Chitty, 11th Infantry, Capt. J. D'Oyly, 11th Infantry, Mr. R. G. Munro, Mr. J. C. Gow, Sergt. R. Lapsley, H.K.V.C., Sergt. Major J. Andrew, H.K.V.C., Mr. J. Pidgeon, Capt. Kilson, Royal West Kent Co., Sergt. Thomas, West Kent Co., Mr. W. Stackwood, Reserves.—Lieut. J. Hayton, H.K.V.C., Mr. Jenkins, Umpires.—Hon. L. A. M. Johnston, D. Macdonald, Esq., G. H. Wakeman, Esq.

The public are invited to witness the shooting.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 9th at 12.5 p.m.—The barometer has fallen at all stations; moderately over S. China, Formosa and the Loochoos, and slightly elsewhere.

An area of low pressure to be situated over the Pacific to the E. of Luzon. The highest pressure is still shown over China to the North of the Yangtze. Strong N. and N.E. winds will continue in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate; fair.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Loochoos, N.E. winds, fresh.
4.—South coast of China between Hongkong and Hainan, same No. 3.

TO-DAY'S Advertisements.

MRS. and Miss BARNES-LAWRENCE wish to thank their many FRIENDS for the heartfelt sympathy shown with them in their bereavement.

Hongkong, 9th October, 1906. [990]

PUBLIC AUCTION.

THE Undersigned have received instructions from the P. & O. S. N. Co. to sell by PUBLIC AUCTION—

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (WEDNESDAY), the 10th October, 1906, at 1 o'clock P.M., within the Godown No. 120, Praya East, Wanchai.

AND ON FRIDAY, the 12th October, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon.

A QUANTITY OF MERCHANDISE recently salvaged.

The Cargo comprises:—WHITE SHIRTS, MILK, WINES, &c., &c.;

4 Cases of TELEGRAPH APPARATUS. TERMS:—Cash before delivery. All lots must be cleared within 24 hours after date of sale.

HUGHES & HOUGH, Auctioneers. Hongkong, 9th October, 1906. [989]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO.

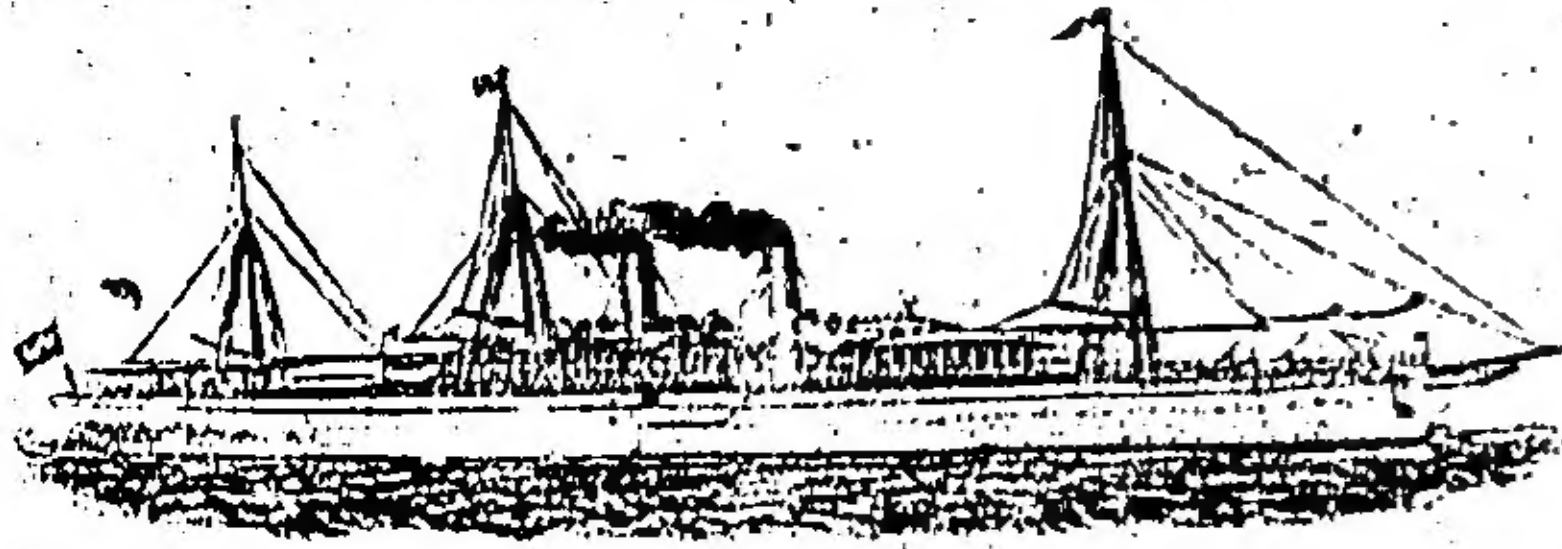
(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI" Captain Iseito, will be despatched as above, on SATURDAY, the 13th instant, at Noon. At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 9th October, 1906. [987]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	Leave Hongkong	Arrive Vancouver
"TARTAR".....4,425.....		SATURDAY, October 20.....	November 12
"EMPRESS OF CHINA".....6,000.....		THURSDAY, October 25.....	November 12
"EMPRESS OF INDIA".....6,000.....		THURSDAY, November 22.....	December 10
"ATHENIAN".....3,882.....		WEDNESDAY, November 28.....	December 22
"EMPRESS OF JAPAN".....6,000.....		THURSDAY, December 20.....	January 7
"MONTEAGLE".....6,163.....		WEDNESDAY, December 26.....	January 19

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. VIA New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13]
Hongkong, 6th October, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI.....	"WINGSANG".....	WEDNESDAY, 10th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	"ONSANG".....	THURSDAY, 11th October, 3 P.M.
MANILA.....	"YUENSANG".....	FRIDAY, 12th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	"LAISANG".....	TUESDAY, 16th October, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

CHEFOO AND NEWCHWANG.....	"KWEIYANG".....	12th October.
SHANGHAI.....	"SHAOSHING".....	13th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 13th October, at Noon.
RUBI.....	2540	R. Almond.....	"	SATURDAY, 20th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"SOUTH AMERICA".....	16th October.
"BRAEMAR".....	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 8th October, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN VIA SHANGHAI.	
RHENANIA.....	Capt. v. Hoff.....1st November.
HOHENSTAUFEN.....	Jaeger.....2nd December.
SILESIA.....	Bable.....2nd January.
SCANDIA.....	v. Doehren.....1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.	
HAMBURG.....	Capt. Filler.....12th November.
RHENANIA.....	Jaeger.....18th January.
HOHENSTAUFEN.....	Bable.....8th February.
SILESIA.....	v. Doehren.....22nd March.
SCANDIA.....	Filler.....5th April.
HAMBURG.....	v. Hoff.....17th May.
RHENANIA.....	Jaeger.....14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA.....	SITHONIA.....14th October.
FOR SHANGHAI, KOBE & YOKOHAMA.....	SEGAVIA.....18th October.
FOR SHANGHAI, KOBE & YOKOHAMA.....	RHENANIA.....1st November.
FOR SHANGHAI, KOBE & YOKOHAMA.....	ANDALUSIA.....13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.	
Taking Cargo at Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.	
FOR HAVRE, BREMEN and HAMBURG.....	SULVIA.....10th Oct.
FOR HAVRE, ANTWERP and HAMBURG.....	SENEGAMBIA.....17th Oct.
FOR NAPLES, HAVRE and HAMBURG.....	HABSTONIA.....2nd Nov.
FOR HAVRE, ANTWERP and HAMBURG.....	TEUTONIA.....10th Nov.
FOR HAVRE, BREMEN and HAMBURG.....	BRISGAVIA.....16th Nov.
FOR HAVRE and HAMBURG.....	SITHONIA.....20th Nov.
FOR HAVRE and HAMBURG.....	SITHONIA.....30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	RHENANIA.....14th Dec.
FOR HAVRE and HAMBURG.....	C. FERD. LAEISZ.....22nd Dec.
FOR HAVRE and HAMBURG.....	ANDALUSIA.....28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	HOHENSTAUFEN.....11th Jan.
FOR HAVRE and HAMBURG.....	ALESIA.....25th Jan.

Hongkong, 9th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA" will be despatched for the above Ports, on or about the 12th instant.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 8th October, 1906. [946]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer, is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1906. [979]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to call at Malabar Coast.)

THE Steamship

"VEDDO," Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 3rd October, 1906. [975]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons. Captain W. E. C. S. Filler, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA, Manager.

Hongkong, 4th October, 1906. [848]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE" will be despatched for the above Ports, on or about the 15th instant.

For Freight and Passage, please apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th October, 1906. [986]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain Barillon, will be despatched as above, on or about MONDAY, the 15th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 8th October, 1906. [11]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN

PLASMON BISCUITS.

THEY contain 20% of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other.

Plasmon raises the actual flesh forming value of food to a high and trustworthy degree.

An essential food for those who abstain from meat.

They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholemeal.

H. RUTTONJEE, Hongkong and Kowloon.

Hongkong, 12th June, 1906. [64]

Ships Passed The Canal.

1st September—Armand Beht, Brigaville, Menchur, Ningchow, Pingyue, Santina, Nile, Glenivon.

5th September—Demar, Schuykill, Habburg, Schwarsburg, 8th September—Ambria, Louther Castle, Dardanus, Simla, Nordkap, Prinz Regent Luitpold, Glensk, Tambo Maru, Tourane, Radara, Selenga.

12th September—Kama-gawa Maru, Flinskhire, 15th September—Ernest Simons, Jason, Nubla, Priam.

18th September—El-kantara, Sithonia, Orestis, 21st September—Alesia, Australian, Denalder, China, Pera, Deucalion, Inaba Maru, Patroclus, Princess Alice, Prinz Eitel Friedrich.

25th September—Baron Ardrossan, Wakasa Maru, Claverton, Spetia, Yunnan, 28th September—Caledonia, Achilles, Idomenus, Sunda, 2nd Oct.—Armand Beht, Benmohr, Glenturrel, Din of Kelly, Memnon.

6th October—C. Ferd Laetia, Erubrazag, Frans Ferdinand, Polyphemus, Promethus, Tonkin, Hakata Maru, Kamakura Maru.

Arrivals at Nippon—5th September—Iyo Maru, Bayern, Hifon, Teucer, 7th September—Japan, 18th September—Armand Beht, Glenroy, 15th September—Angloazian, Ping Suey, 17th September—Sardania, 18th September—Schwarsburg, Ernest Simons, Kama-gawa Maru, Prinz Regent Luitpold, Polma, 21st September—Glensk, 25th September—Ambria, Nordkap, 28th September—China, 1st October—Nubla, 2nd October—Wakasa Maru, Prinz Eitel Friedrich, Alesia, Orestis, 6th October—Yunnan, Caledonia, Patroclus.

Continuation.

THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community,

is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

THE INTERPORT CRICKET DINNER.

[Continued from page 3.]

The Hongkong men accorded the toast musical honours.

Mr. L. Walker in response thanked the Hongkong team for the kind way in which they had drunk the health of the Shanghai 204.

There was no doubt that it was a very awkward time for Hongkong to come up to Shanghai; it was the beginning of their season and they had had to start practice at least a month before the season opened, and this year they had had very bad weather. With the typhoon coming on they had had very little practice.

No one regretted more than Shanghai the loss which Hongkong had sustained through the illness of Mr. Pearce, (applause) and they were sorry although very glad (laughter). So far as the game went they were lucky and things went very well. It was very much owing to the bowling of Mr. Lanning that they achieved victory, but at the same time he must also congratulate Mr. Bird on his very fine bowling for Hongkong, especially as he called himself a batsman; he took nine wickets in the two innings. He hoped a return match would be played in the near future and hoped everyone here would be very keen to go down to Hongkong to play. In conclusion Mr. Walker referred to the way Mr. Hancock accepted Shanghai's challenge; he said "We will accept the challenge and get together the team afterwards" (applause).

Other toasts were:—"The Umpires and Scorers," proposed by Mr. W. H. Barham and responded to by Mr. C. S. Barff; "Our Guests," proposed by Mr. R. F. Lavers and responded to by Sir Haviland de Sausmarez; "Mr. W. H. Barham" proposed by Sir Haviland de Sausmarez, and "The Chairman" proposed by Mr. R. Hancock.

The Company then repaired to the smoking room where a concert was held.

DISAPPEARING ENGLAND.

TOWNS AND VILLAGES THAT HAVE BEEN SWALLOWED UP BY THE SEA.

The defence of our land against the encroachments of the sea is of national importance, and it should be a national duty after the manner adopted by our Dutch brethren across the German Ocean. If one compares the present coast line of England with the coast line of some centuries ago, says the *Roll Mail Gazette*, a remarkable discrepancy will be noticed.

The tidal wave from the Atlantic, which divides on the Cornish coast, has much to answer for. One part passes around the north of Scotland into the German Ocean, and thence in a southerly direction, to be met by the other part sweeping up the English Channel. Backward pass the debris laden waters, grinding away at the cliffs of Albion and giving the sea each year a firmer grip upon the land. In the course of centuries acres and acres have disappeared; populous towns have vanished beneath the waves, and only a name and a memory remain where once a thriving multitude held sway.

Yorkshire alone has record of no fewer than twelve drowned towns and villages. There was Ravenspur, for instance, which was constituted a free borough by Edward I., at a cost of £300, and became a seaport of almost national importance. There it was that Edward Balliol embarked with a force of 5,500 strong in order to win the crown of Scotland. The town, bigger and more important than Hull, had five churches, a capacious harbour and a number of buildings befitting its rank and importance. Where are they now?

Travelling southward, one comes to Norfolk Suffolk and Essex, three counties which in particular have suffered from the onslaught of the waves. When Cromer was an inland village, Shipden was a royal demesne; to-day Shipden has been drowned and Cromer is a seaside town, though how long it will remain so depends on its protective measures against the sea. It has already spent £36,000 on sea defences, Or Lowestoft? During the twenty years ending 1904 the sea denuded the beach of more than 200,000 tons of shingle, representing on the north side of the town alone nearly 300,000 square yards of material. Not less than £57,000 has been spent on protective measures, and on the south side of the town the low water mark has been driven back nearly seventy feet. But that much more remains to be done is evident from the fact that fourteen feet of cliff at Pakefield, near Lowestoft, recently disappeared, leaving the Cliff Hotel in such a perilous position that it is no longer habitable.

Dunwich, perhaps, is the most notable example of this terrible devastation. A village of a hundred odd inhabitants and the ruins of a large church on the edge of a crumbling cliff are all that remain of the ancient capital of East Anglia, which, according to Stow, had "a King's court and Bishop's palace, and Mayor's mansion, and fifty-two churches, and the same number of windmills, together with a spacious and well frequented harbour, in which were as many top ships as churches." No fewer than 400 houses were swept away in a single year in the reign of Edward II.; between 1535 and 1600 four churches disappeared; by 1677 the sea had "merely sloped over" the marketplace; and by 1779 St. Peter's Church and its graveyard were under water. In Kent the land has the upper hand, on the whole, though it is instructive to note that Reculver Church, in Herne Bay, was a mile from the sea in the reign of Henry VIII. Only a sea wall has saved from destruction the spire, which are maintained by Trinity House to serve as a landmark to sailors.

The Isle of Wight is in a pitiable condition. So recently as November last thirty-six feet of the shore between Freshwater Bay and the New River was claimed by the sea, and it is quite possible that within the next few years the Needles district will be cut off from the main part by the sea.

What do these losses mean? They mean that every year we lose a tract of land the size of Gibraltar; while on the east coast alone territory as large as Heligoland disappears. It has been calculated that in modern times alone Yorkshire had lost land equal to the area of Guernsey, and Kent a place as large as Bermuda.

FATHER VICAL.

We take the following from the *Singapore Free Press* of 1st inst.:—Yesterday morning after the 8 o'clock mass the congregation of the Portuguese Church of St. Joseph assembled at the Panchial House for the purpose of presenting a farewell address to the Rev. Father Vical, who has been connected with the Portuguese Mission of Singapore for the last ten years and is about to sever his connection on promotion to be a Canon of the Diocese of Macao. The address was read by Mr. J. Pereira and was couched in highly eulogistic terms of Father Vical's services as Vicar of the Church, as Director of the St. Anthony's Boys' School and since the establishment of the society for the relief of the poor in the congregation, for the great interest he has always taken in it. Father Vical's reply was very felicitous and to the point. He thanked the congregation for their kind address, for their appreciation of his ten years' service in their midst, and he concluded, by assuring them that although he will be absent from them in body he will always remember them in his daily prayers. The chalice which was to have been presented along with the address, but has not yet arrived from America, Father Vical has presented to the new Church of St. Joseph.

The address reads—
TO THE REV. CESAR AUGUSTO DOS SANTOS VICAL.

Vicar of the Church of St. Joseph, S'pore.

Rev. Dear Father:
A sad but grateful duty has brought us, the parishioners of the Church of St. Joseph, here around you to-day. We have heard with much grief that we are about to lose you from our Mission, and that it is ill-health that compels you to leave Singapore. When you left us a year ago, though only for a short period, we felt your absence keenly, and the thought that we are now again to lose you, perhaps for an indefinite period, makes us feel very and indeed, yes, dear Father, the pending separation will be deeply felt by one and all of us.

The congregation of the Church of St. Joseph towards whose spiritual welfare you have shown such unflinching zeal, untiring devotion and warm sympathy, will miss in this severance a truly valued Pastor, Guide and Friend. The Altar boys and the children of our two mission schools, whom you have always befriended, and in whom you have taken such a special interest, will also miss you when you are away, as well as the recipients from that charitable institution of St. Anthony's Bread, for whose welfare you have shown such deep interest and sympathy. One and all of us, dear Father, as well as those Catholics outside our Mission who do also love and esteem you, will miss you very much indeed.

But we must bow to the will of God and bear this separation with Christian resignation. We cannot, however, allow you, dear Father, to leave us without expressing our regard and esteem for you and our heartfelt thanks for all that you have done for both our spiritual and temporal welfare.

It remains for us to say good-bye. But before taking leave of you, allow us to ask you to accept this chalice as a small token of our sincere appreciation of your ministrations and as a souvenir from us.

The address, which was beautifully printed in Old English, concludes with prayers for a safe and pleasant journey, and good health.

Shipping.

Arrivals.

Princess Alice, Ger. s.s. 5,720, Ch. Polach, 8th Oct., Bremen 30th Aug., and Singapore 4th Oct., Mails and Gen.—M. & Co.
Guelanau, Ger. s.s. 5,003, G. Bille, 8th Oct., Yokohama 29th Sept., and Shanghai 6th Oct., Mails and Gen.—M. & Co.
Mazagon, Br. s.s. 2,279, S. H. Selby-Hall, 8th Oct., Bombay 18th Sept., Gen.—P. & O. N. Co.
Jason, Br. s.s. 4,800, T. C. Steeves, 8th Oct., Singapore 2nd Oct., Gen.—B. & S.
Bombay Maru, Jap. s.s. 1,108, S. Ishikawa, 8th Oct., Shanghai 5th Oct., Gen.—N. Y. K.
Nanshan, Br. s.s. 1,299, A. Jones, 8th Oct., Saigon 2nd Oct., Rice.—B. & Co.
Zingora, Br. s.s. 2,211, T. C. N. Thompson, 8th Oct., Mororan 26th Sept., Coal.—B. & Co.
Zafiro, Br. s.s. 1,529, R. Rodger, 9th Oct., Manila 6th Oct., Gen.—S. & T. & Co.
Amigo, Ger. s.s. 721, N. Balzer, 9th Oct., Manila 5th Oct., Gen.—J. & Co.
Sexta, Ger. s.s. 910, H. Kneiff, 9th Oct., Haiphong 1th Oct., Coal.—S. & T. & Co.
Shaohing, Br. s.s. 1,397, F. D. Northcombe, 9th Oct., Shanghai 5th Oct., Gen.—N. Y. K.

Clearances at the Harbour Office.

Tea, for Manila.
Hokuto Maru, for Iva.
Hafun, for Shanghai.
Hafun, for Swatow.
Guelanau, or Singapore.
Princess Alice, for Shanghai.
Glenalloch, for Amoy.
Amigo, for Tournay.
Oanfa, for Manila.
Jason, for Shanghai.
Sulberg, for Canton.
Sexta, for Shanghai.
Kowloon, for Saigon.

Departures.

Oct. 9.
Hafun, for Coast Ports.
Strathmore, for Pulo Laut.
Tea, for Manila.
Hafun, for Shanghai.
Machao, for Singapore.
Hafun, for Swatow.

Passengers arrived.

Per Jason, from Singapore—55 Chinese.
Per Nanshan, from Saigon—17 Chinese.
Per Bombay Maru, from Shanghai—Messrs. Ricknell, Chas. Elwood and Kallin.
Per Shaohing, from Shanghai—Mr. and Mrs. Spanpan's Circus and Artists.

Per Zafiro, from Manila—Mr. and Mrs. R. Anderson and child, Mrs. E. Rockenback, Capt. Sagel, Miss J. McCullam, Major-General Tada, Messrs. B. H. Gibbs, E. Elzer, Mrs. H. V. Gresham, Miss J. I. Chase, Dr. T. R. Marshall, Mr. F. B. Angerol, Miss Woodward, Miss Leonard, Messrs. W. J. Moran, R. Ramon, Arcadio Feliciano, Jose Narbano, Rev. and Mrs. G. Johnston, Mr. R. B. Chapman, Miss Ellen Hicks, Bishop J. S. Johnston, Konrad Heissen, Jr., M. D. C. R. Mestri, A. J. Paterson, S. C. Luck, J. C. Laubier, Miss Nichols, Mrs. Witford, Mr. and Mrs. Knox, Messrs. Wright, Woodridge, Judge T. Kinney, 2 Filipinos, 1 Englishman, and 18 Chinese.

Per Princess Alice, for Hongkong from Bremen—Messrs. Sigurd Brun, F. Glabo and Rebecca Comer. From Southampton—Messrs. Harry Baldwin, F. Baldwin, Miss Henderson, Mrs. Cowie, Messrs. R. Thomas, Gen. Grant, Helen Gordon, Rev. F. P. Joseland, Messrs. E. J. Scotland, B. Exton, W. H. Evans, Fred. Scott, E. Arnold, F. Proudfoot, T. M. Lellan, E. Hoffmeyer, M. Ewen and Wm. Stewart. From Genoa—Dr. R. Thurnwald, Prof. Kramer, Messrs. Thorne, G. Huniker, C. W. Hahn, V. Diendi, E. D. Giroti, H. Leemann, M. Penker, E. Allmann, J. Virgelman, G. Thindin, Mrs. Stern, Mrs. Antonio, Messrs. F. Andolin and Maria Gomez. From Naples—Lieut. Larmer, From Colombo—Mr. W. J. Hutchinson. From Penang—Mr. C. K. Fulton. From Singapore—Messrs. C. Feth and J. Sellar.

Shipping Reports.

Str. Nanshan from Saigon—Moderate to fierce gale (NE.) with mountainous sea.

Str. Shaohing from Shanghai—Strong NE. wind, high sea, cloudy and clear weather.

Str. Mazagon from Bombay—Fine weather first portion of voyage, last three days strong wind to moderate, with gale with high sea.

Str. Jason from Singapore—Had fine weather with Wly wind up to Pulo Saput, and from there experienced strong Nly winds with high sea and heavy rain squalls.

Str. Zafiro from Manila—Strong NE. squall with high NE. sea, overcast and squally at Pulo Saput, thence to port fresh NE. monsoon, and fine cloudy weather with corresponding sea.

Vessels in Port.

AKI MARU, Jap. s.s. 1,995, M. Yagi, 6th Oct., Shanghai 3d Oct., 1 hour and Gen.—N. Y. K.
BINH THUAN, Fr. s.s. 98, G. Roulet, 3rd Oct., Bangkok 2d Sept., Rice—A. K. & Co.
BOURBON, Fr. s.s. 1,001, Le Bail, 28th Sept., Saigon 23d Sept., Rice and Gen.—Man Pat.

CAPRI, Ital. s.s. 2,718, G. Belito, 7th Oct., Bombay 17th Sept., and Singapore 2nd Oct., Gen.—C. & Co.
CHILDAR, Nor. s.s. 1,171, H. Valen, 1st Oct., Bangkok 24th Sept., Gen.—N. Y. K.
CHUNSAM, Br. s.s. 1,477, R. Cox, 4th Sept., Samarang 16th Sept., Sugar—J. M. & Co.

DAKOTA, Am. s.s. 1,305, E. Francke, 6th Oct., Seattle 1st Oct., and Shanghai 1st Oct., Gen.—N. Y. K.
DAPHNE, Ger. s.s. 1,257, F. Schipper, 8th Oct., Chifon 3rd Oct., Gen.—H. A. L.
ELISABETH RICKMERS, Ger. s.s. 1,500, W. Rote, 6th Oct., Canton 5th Oct., Gen.—M. & Co.

ELLEN RICHARDS, Ger. s.s. 2,050, Mierchalla, 30th Sept., New York 31 Aug., and Singapore 20th Sept., Gen.—A. K. & Co.
EMMA LUKKEN, Ger. s.s. 1,150, G. Cornand, 16th July, Mauritius 20th June, Sugar—Wing Sing & Co.

EMPEROR OF CHINA, Br. s.s. 3,039, R. Archibald, 11th Oct., Vancouver, B.C., 4th Sept., and Shanghai 20th, Mails and Gen.—C. P. R. Co.
EROLL, Br. s.s. 2,888, Wm. Lockhart, 8th Oct., Amoy 6th Oct., Gen.—D. & Co. Ld.

GLENFALLOCH, Br. s.s. 1,443, G. Kinghorn, 6th Oct., Singapore 29th Sept., Gen.—Chin-nese.
GREGORY APCAR, Br. s.s. 2,061, C. H. Belson, 27th Sept., Calcutta 13th Sept., via Penang and Singapore 22nd, Gen.—D. S. & Co. Ld.

HAIK, Nor. s.s. 1,428, E. Olsen, 3rd Oct., Moji 26th Sept., Coal—Agnard, Thorsen & Co.
HELENE, Ger. s.s. 771, J. Jensen, 6th Oct., Swatow 5th Oct., Gen.—J. & Co.
HONGKONG, Fr. s.s. 742, A. Suzzoni, 7th Oct., Haiphong and Hainan 6th Oct., Gen.—A. R. M.

JOSHIN MARU, Jap. s.s. 702, H. Ohia, 3rd Oct., Tamsui 30th Sept., Amoy 1st Oct., and Swatow 1st, Gen.—O. S. K.
KOBISHING, Ger. s.s. 1,791, C. Rosinsky, 10th Oct., Hongkong 10th Sept., and Haiphong 2nd Oct., Gen.—B. & S.
KOUN MARU, Jap. s.s. 1,781, Y. Minamikawa, 20th Sept., Moji 10th Sept., Gen.—Mr. Fukusui.

KOREA, Am. s.s. 1,551, S. Sandberg, 3rd Oct., San Francisco 4th Sept., and Shanghai 30th, Mails and Gen.—P. M. S. S. Co.
KOWLOON, Ger. s.s. 2,376, H. Stehr, 18th Sept., Samarang 10th Sept., Sugar—S. & Co.
KWEIYANG, Br. s.s. 1,014, Dowson, 5th Oct., hefo 30th Sept., Gen.—B. & S.

LAISANG, Br. s.s. 3,460, P. M. B. Lake, 4th Oct., Calcutta 19th Sept., Penang and Singapore 28th Sept., Gen.—J. M. & Co.
LOONKE, Ger. s.s. 1,020, G. Schultzen, 28th Sept., Bangkok 16th Sept., Rice.—B. & S.
MADEIRA RICKMERS, Ger. s.s. 1,020, S. Simonsen, 2nd Oct., Bangkok 23d Sept., Rice.—B. & S.

MISSON MARU, Jap. s.s. 1,204, Tawane, 5th Oct., Takao 2nd Oct., Gen.—Japanese.
MONTAGUE, Br. s.s. 3,053, S. Robinson, 14th Sept., Vancouver 20th Aug., and Haiphong 11th Sept., Flour, Lead and Gen.—C. P. R. Co.
NEIL MACLEOD, Am. s.s. 901, E. Corral, 19th June, Manila 16th June, Ballast—Barretto & Co.

N. S. de Rosario, Am. s.s. 715, M. Lopez, Blanco, 12th June, Manila 9th June, Ballast—Barretto & Co.
OANFA, Br. s.s. 5,076, J. Riley, 2nd Oct., Tacoma via Japan Ports 5th Sept., Flour and Gen.—B. & S.
ONSAUNG, Br. s.s. 1,987, D. Christie, 2nd Oct., Hongray 30th Sept., Coal—J. M. & Co.

PAKIST, Ger. s.s. 1,100, H. Demes, 3rd Oct., Bangkok via Swatow 25th Sept., Rice.—B. & S.
PETCHABURI, Ger. s.s. 1,373, Gotschewski, 1st Oct., Bangkok and Swatow 10th Sept., Rice and Timber—M. & Co.
PETRARCH, Ger. s.s. 1,252, R. Haife, 12th June, Saigon 7th June, Gen.—S. W. & Co.

POWATAN, Br. s.s. 1,640, W. F. Turner, 16th Sept., Samarang 31st Aug., Sugar—D. & Co. Ld.
PROMETHEUS, Nor. s.s. 1,033, O. Kornelissen, 3rd Oct., Bangkok 24th Sept., Rice and Timber—N. Y. K.

QUINTA, Ger. s.s. 1,445, H. Madson, 4th Oct., Sourabaya 23d Sept., Sugar and Gen.—S. W. & Co.
RAS DARA, Br. s.s. 2,405, J. McCambridge, 6th Oct., Cardiff 21st Aug., Coal—Admiralty.

SARANGGAM, Am. s.s. 428, Viteria, 7th Sept., Manila 4th Sept., Ballast—Order.
SHAHJAHAN, Br. s.s. 1,610, J. H. Scott, 1st Oct., Saigon 26th Sept., Gen.—Wo Fat Sing.

SHINKO MARU, Jap. s.s. 1,581, Jacobson, 28th Sept., Christiania and Singapore 17th Sept., Gen.—Order.
SHINSHU MARU, Jap. s.s. 2,550, B. Hamasaki, 17th Sept., Moji 11th Sept., Coal and Gen.—Chinese.

SUEVIA, Ger. s.s. 4,149, Knaisel, 7th Oct., Shanghai 4th Oct., Gen.—H. A. L.
TAKI MARU, Jap. s.s. 2,164, Mateshima, 27th Sept., Kobe and Moji 21st Sept., Coal—A. K. & Co.

TUSCARORA, Br. s.s. 3,025, F. S. Hollinshead, 4th Oct., Bombay 19th Sept., Ballast—S. O. Co.
UNIFORM, Nor. s.s. 2,003, Olsen, 6th Oct., Moji 20th Sept., Coal—M. B. K.

YEDDO MARU, Jap. s.s. 2,974, Koi, 6th Oct., Moji 28th Sept., Coal—M. B. K.
Z. V. de Aldecoa, Am. s.s. 1,260, F. Xandaro Echazur, 15th June, Manila 12th June, Ballast—Barretto & Co.

SAILING VESSELS.

Eclipse, Br. bk. 2,968, J. McBryde, 2nd Oct., Canton 1st Oct., Ballast—S. O. Co.
I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug., Manila 15th Aug., Ballast—A. K. & Co.
S. P. Heitchcock, Am. ship, 2,086, S. L. Zentz, 1st Sept., Manila 20th Aug., Ballast—A. K. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Oriel	Moji	B. & Co.	Oct. 10
Pera	Singapore	P. & O. Co.	Oct. 11
America Maru	Japan	T. C. J. L.	Oct. 14
Tijapana	Kobe	T. C. J. L.	Oct. 14
Australia	England	M. M. & Co.	Oct. 15
El Kanara	Colombo	M. M. & Co.	Oct. 16
Tartar	Japan	C. P. R. Co.	Oct. 18
Siberia	Japan	C. P. R. Co.	Oct. 20
Emp. of India	Vancouver	C. P. R. Co.	Oct. 21
Willehad	Sydney	P. M. & Co.	Oct. 22
Arabia	Portland	P. & A. Co.	Nov. 5

DOCK RETURNS.

Vessels	From	Agents	Due
Vigilante	at Kowloon Dock		
Fatshan	"		
Monteagle	"		
Fri	"		
Sorsogon	"		
Francisque	"		
Johanne	"		
Charles Hardouin	"		
Chowlat	"		
Chinkai Maru	"		
H.M.S. Robin	"		
Devavongse	"		
Skuld	"		
Uygein	Cosmopolitan		
I. F. Chapman	"		
Signal	Aberdeen		
Hauk	"		

Post Office.

A Mail will close for:

Hainan and Haiphong—Per Hongkong, 10th Oct., 9 A.M.
Singapore and Colombo—Per Suez, 10th Oct., 10 A.M.
Europe, India, via Tuticorin—Per Guelanau, 10th Oct., 11 A.M.

Macao—Per Honan, 10th Oct., 1.15 P.M.
Shanghai—Per Wingang, 10th Oct., 3 P.M.
Macao—Per Honan, 11th Oct., 1.15 P.M.
Singapore, Penang and Calcutta—Per On-sung, 11th Oct., 2 P.M.

Kobe and Moji—Per Koun Maru, 11th Oct., 2 P.M.
Taiping, Nagasaki and Vladivostok—Per Daphne, 12th Oct., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Korea, 12th Oct., 11 A.M.

Macao—Per Honan, 12th Oct., 1.15 P.M.
Chefoo and Newchwang—Per Kwaiyang, 12th Oct., 3 P.M.
Manila—Per Yuenang, 12th Oct., 3 P.M.
Manila—Per Zafiro, 13th Oct., 11 A.M.

Singapore, Penang and Bombay—Per Capri, 13th Oct., 11 A.M.
Macao—Per Honan, 13th Oct., 1.15 P.M.
Shanghai—Per Shaohing, 13th Oct., 3 P.M.
Manila, Shanghai, Nagasaki, Kobe, Yokohama and Seattle—Per Dakota, 14th Oct., 11 A.M.

Macao—Per Honan, 15th Oct., 1.15 P.M.
Manila, Singapore, Hongkong, Sydney and Melbourne—Per Sandakan, 16th Oct., 10 A.M.
Europe, India, via Tuticorin—Per Oceanian, 16th Oct., 11 A.M.

Singapore, Penang and Calcutta—Per Lalang, 16th Oct., 2 P.M.
Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria, B.C. and Seattle, Wash.—Per Aki Maru, 16th Oct., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 20th Oct., 10 A.M.

Europe, India, via Tuticorin—Per Delhi, 20th Oct., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 25th Oct., 3 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empress, 27th Oct., 11 A.M.

Europe, India, via Tuticorin—Per Tournay, 30th Oct., 11 A.M.
Europe, India, via Tuticorin—Per Australian, 13th Nov., 11 A.M.
Mails for Nantua and Surabaya are closed every week-day, at 6 P.M.
Mails for Hongkong and Kumbuk are closed every week-day, at 5 P.M.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.

Pillar Boxes have been placed and will be cleared as under—

Park View—2.25 a.m., 11.25 a.m., 1.25 p.m., 3.25 p.m. on week-days and 9.25 a.m. on Sundays.

Ladder St.—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on week-days and 9.35 a.m. on Sundays.

Macdonnell Road—8.50 a.m., 10.50 a.m., 11.50 p.m., 2.50 p.m. on week-days and 8.50 a.m. on Sundays.

No. 2 Police Station—8 a.m., 11 a.m., 2 p.m., 5 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Letters in that district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

CHINA COAST METEOROLOGICAL REGISTER.

October 8th, 1906, a.m.

Tokio	10	30.03	—	NW	4	—
Kochi	10	30.02	—	SW	4	—
Nagasaki	10	30.10	—	—	0	—
Kagoshima	10	30.15	—	NE	2	—
Oshima	10	30.12	—	—	2	—
Naha	10	30.09	—	NE	4	—
Ishikajima	10	30.01	—	—	—	—
Chelco	6 a.m.	30.20	54	94	S	1
Weihaiwei	9 a.m.	30.20	59	W	2	—
Hankow	6 a.m.	30.20	61	100	E	2
Kiukiang	5 a.m.	30.15	61	87	—	0
Shanghai	9 a.m.	30.21	69	—	FE	1
Tientsin	9 a.m.	30.25	63	83	E	2
Guzlatz	9 a.m.	30.13	70	85	E	2
Sharp Peak	6 a.m.	30.13	70	75	NNE	3
Amoy	6 a.m.	30.05	70	75	NNE	3
Swatow	5 a.m.	29.88	76	77	N	1
Taihouku	5 a.m.	30.05	—	—	E	2
Taichu	5 a.m.	29.99	—	—	E	2
Tainan	5 a.m.	29.97	—	—	E	2
Koshun	5 a.m.	29.97	—	—	NE	2
Pescadores	5 a.m.	29.98	—	—	NE	6
Canton	9 a.m.	30.13	74	59	N	1
Hongkong	10 a.m.	30.07	77	52	E	2
Victoria Peak	10 a.m.	—	—	—	NHE	1
Cap Rock	10 a.m.	—	—	—	—	—
Macao	10 a.m.	30.12	76	—	N	1
Hoihow	9 a.m.	—	—	—	—	—
Pakhoi	9 a.m.	—	—	—	—	—
Pholien	10 a.m.	—	—	—	—	—
Tourane	10 a.m.	—	—	—	—	—
O. St. James	10 a.m.	—	—	—	—	—
Apari	6 a.m.	—	—	—	—	—
Manila	10 a.m.	—	—	—	—	—
Legaspi	6 a.m.	—	—	—	—	—
Dacled	9 a.m.	—	—	—	—	—
Hilo	10 a.m.	—	—	—	—	—
Cebu	10 a.m.	—	—	—	—	—
Labaun	10 a.m.	29.90	79	—	—	—

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC,"
Captain Court, will be despatched for MARSEILLES on TUESDAY, the 10th October, at 1 P.M.

This Steamer connects at Colombo with the Australian line, and is bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "TOURANE" 30th October.

S.S. "AUSTRALIE" 13th November.

S.S. "TONKIN" 27th November.

S.S. "ERNEST SIMONS" 11th December.

S.S. "CALEDONIE" 25th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd October, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marnara" due in London on the 1st December, 1906.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shamut	9,500	E. V. Roberts	24th Oct.
Tremont	9,500	T. P. Garlick	20th Nov.
Pleasant	3,753	F. G. Purington	—
Lyra	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shamut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th October, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ERROLL" 9th October.

"SHIMOSA" 27th

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st October, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, PALE MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

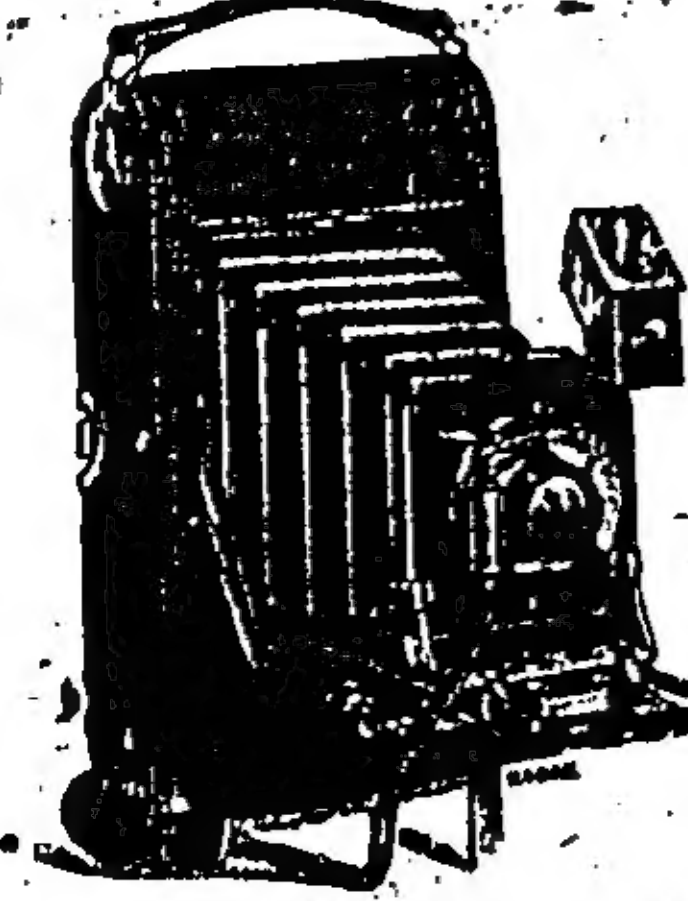
DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$800 sellers London 2/3-11
National Bank of China, Limited	40,025	£7	£6	{ £127,355 \$1,500,000	\$74,099	\$2 (London 3/6) for 1905	—	\$47
MARINE INSURANCES.								
Anton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895	\$211,545	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/2 sellers
Union Insurance Co. of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$311,131 \$153,844 \$159,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$229,478 \$2,616	\$2,712,271	Interim div. of 130 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$1,000,000 \$1,200,000 \$15,527 \$1,000,000 \$229,478 \$2,616	\$508,334	\$12 and \$5 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,200,000 \$15,527 \$1,000,000 \$229,478 \$2,616	\$344,098	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,200,000 \$15,527 \$1,000,000 \$229,478 \$2,616	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$264,038 \$19,562	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$250,000 \$250,000 \$144,366 \$120,000 \$280,938	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$26
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10
Indo-China Steam Navigation Company, Limited	100,000	£10	£10	{ none G. \$909,050	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ none £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	—	\$9
Shell Transport and Trading Company, Limited	100,000	£1	£1	{ £4,144 \$65,000 \$31,957	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75	4 1/2 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	13,913	Interim div. of Tls. 2 account 1906	8 %	Tls. 50 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 100,000	140,914	Final of \$45 making \$25 for 1905	16 %	\$155 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ none \$86,129	140,914	\$3 for 1897	—	\$22 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 106,000	Tls. 3,773	Tls. 2 1/2 for year ending 30.9.04	—	Tls. 84 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 106,000	—	—	—	—
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10
Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none £4,873	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	150,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	—	\$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	5 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$500,000 \$50,100 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$94
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$500,000 \$50,100 \$20,000	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$155 sellers
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$600,000 Tls. 1,000,000 Tls. 487,210	\$2,221	\$1 for 1905	5 1/2 %	\$17
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	{ Tls. 5,770,000 Tls. 57,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 3,200,000 Tls. 32,000	Tls. 57,005	Interim div. of Tls. 8 on account 1906	7 1/2 %	Tls. 240 sellers
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ Tls. 750,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year	—	Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$250,000 \$25,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 sales
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,719	\$2.40 on 12 1/2 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	{ none	—	7 % on 27 1/2 for 1905	—	\$15 buyers
Do. (Founders)	123	\$15	\$15	{ none	—	None	—	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$155
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$1,000,000 Tls. 20,783	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$208 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 225,000 Tls. 22,500	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none	\$5,699	Final of \$6 making \$10	10 %	\$100
Leopold Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$100,000	\$5,070	80 cents for 1905	7 %	\$117 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 2,600,000 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 95 sales a.m.f.
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 75,000	Tls. 100,000	Tls. 8 for year ended 31.3.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000	\$21,600	\$1 1/2 for the year ending 31.3.06	9 1/2 %	\$137 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000	Tls. 18,718	3 % a/c 1898	—	Tls. 67 sellers
Laou-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 sales
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	{ Tls. 1,500,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 327 1/2 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,000	\$7 for 1905	7 1/2 %	\$90 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814	\$1,097	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none	19,000	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	—	\$1 for 1904	—	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 200,000 Tls. 20,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,319	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$100,000	\$5,070	80 cents for 1905	7 %	\$117 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$410,000 \$500,000 \$186,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$200,000 \$500,000 \$186,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	14 1/2 %	\$15 1/2 sellers
Hall & Holz, Limited	21,000	\$20	\$20	{ none	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 65 cents	8 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$20,000 180,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$28 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$120,000 \$61,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$23 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 \$2,500	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$27 1/2
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$150,000 Tls. 5,500	\$1,588	Final of 50 cents making \$1 for the year	13 1/2 %	\$2 1/2 buyers
Maatschappij tot Mijn- en Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,500	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 for a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 sellers
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None	—	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	{ Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 Tls. 37,000 Tls. 24,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 134 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	12 1/2 %	Tls. 95 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 190,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906	—	Tls. 365 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$41,934	None	—	Tls. 280 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$22 buyers
Swansea Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,795 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$35,000	\$752	{ 70 cents for year ended 31.5.1906 \$9.90	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10	{ \$35,000	—	—	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$25,000	\$7,734	Final of 50 cents making 1 1/2 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	{ \$150,000	\$676	Interim div. of 50 cts. for the year 1905/6	9 %	\$9 1/2
DIVIDENDS PAYABLE:—								
Canton Insurance Co.						\$20.00		Oct. 20th
Wm. Powell, Ltd.						\$ 0.30		15th